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Nil



The Chairman declared the meeting open at 7pm and advised members of the public gallery that the Planning and Amenity Committee meeting is being recorded and streamed live on the internet to enhance the accessibility of Council meetings to the broader Bayside Community.

1. Apologies

There were no apologies submitted to the meeting.

2. Disclosure of any Conflict of Interest of any Councillor

There were no conflicts of interest submitted to the meeting.

3. Adoption and Confirmation of the minutes of previous meeting

- 3.1 Confirmation of the Minutes of the Planning & Amenity Committee Meeting held on 13 June 2017.

Moved: Cr Long

Seconded: Cr Martin

That the minutes of the Planning & Amenity Committee Meeting held on 13 June 2017, as previously circulated, be confirmed as an accurate record of proceedings.

CARRIED

4. Matters of Decision

**4.1 5A RAILWAY CRESCENT, 2-6 WILLIS STREET AND
1-25 KOOLKUNA LANE, HAMPTON
NOTICE OF DECISION TO GRANT A PLANNING PERMIT
APPLICATION NO: 2016/828/1 WARD: CENTRAL**

City Planning & Community Services - Development Services
File No: PSF/15/8755 – Doc No: DOC/17/103212

It is recorded that Mr Tony Batt, Mr John Balmer, Mr Bruce Fikkers, Mr Tony Shepherd, Mr John Dulfer, Mr Evan Packer, Mrs Judy Shepherd, Mr James Hill, Mr Derek Barker, Mrs Margaret Balmer, Dr Jonathan Nightingale, Mr David Cooper, Ms Sarah Scully, Mr Alexander Maclean, Mr Trevor Loffel, Dr Michael Daly, Ms Caroline Heinze, Mrs Shirley Walker, Mr David Sasson, Mr Paul Little, Mr Patrick Smith, Mr Mark Raggatt, and Ms Annette Parker spoke for three minutes each in relation to this item.

It is recorded that Mr James Telfer and Mr Phil Karanicolas were not present in the Chamber at the time his name was called to speak to this item.

Moved: Cr Castelli

Seconded: Cr Long

A. That Council, having caused notice of **Planning Application No. 2016/828/1** to be given in accordance with Section 52 of the *Planning and Environment Act 1987* and having considered all the matters required by Section 60 of the Act decides to issue a **Notice of Refusal to Grant a Permit** in respect of the land known and described as **5A Railway Crescent, 2-6 Willis Street and 1-25 Koolkuna Lane Hampton**, for:

- The use and development of the northern side of the railway line for a building (up to 7 storeys with basement car parking) comprising 9 shops and 207 dwellings (18 designated for Department of Health and Human Services),
- A central plaza adjacent to Hampton Railway Station,
- Upgrade to the bus interchange and public realm along Koolkuna Lane,
- A variation to the building height of Design and Development Overlay Schedule 12 (DDO12);
- A reduction of 91 car parking spaces pursuant to Clause 52.06 of the Bayside Planning Scheme,
- A waiver of loading requirements pursuant to Clause 52.07 of the Bayside Planning Scheme,
- Development of the southern side of the railway line for an extension to the existing car park to provide a total of 193 car parking spaces (an increase of 105 spaces and overall net increase of 28 commuter spaces beyond those lost to the northern side of the rail corridor); and
- The removal of native vegetation (6 trees) pursuant to Clause 52.17 of the Bayside Planning Scheme

for the following reasons:

Strategic Planning

1. The proposal fails to meet the vision for Bayside, as set out in Clause 21.11, by failing to ensure a dwelling diversity of housing is provided to meet the needs of the community over time and failing to support the provision of housing to enable people to live in Bayside throughout their lives, as the majority of the proposed units will not meet accessible living requirements;
2. The proposed 7 storey height of the building proposed is contradictory to the Clause 21.11-4 Hampton Street Major Activity Centre as the maximum height planned for this location (Built Form Precinct A1) is 6 storeys; the proposed 6 storey height of the building is contradictory to the Clause 21.11-4 Hampton Street Major Activity Centre as the maximum height planned for this location (Built Form Precinct A1) is 3 storeys;
3. The development fails to strengthen the role of the Hampton Street Centre as a multi-use centre offering retail, office, entertainment and community services as envisaged by Objective 1 outlined in Clause 24.11-4 of the Bayside Planning Scheme as the development does not:
 - a) Integrate community facilities or provide adequate pedestrians links to the station and between transport modes. The station facility improvements are minimal and the public space do not improve station facilities and the public space created is considered to be poorly designed;
 - b) Support the redevelopment of the station car park in Railway Crescent to provide housing that fronts the street and also looks onto the station;
 - c) Provide an active frontage to the Koolkuna Lane Streetscape due to the location of the vehicular and plant services accesses; and
 - d) Provide for diversity of housing types within the centre.
4. The development fails to improve vehicle and pedestrian circulation throughout the centres as envisaged by Objective 3 outlined in Clause 24.11-4 of the Bayside Planning Scheme as the development does not:
 - a) Improve the amenity of pocket parks adjacent to the railway line and pedestrian access to these parks so that they form a green treed corridor dissecting the Centre;
 - b) Strengthen pedestrian links as shown on the framework plan, including from the station to Willis Street, Along Willis Lane or along the Railway Line.

Design and Development

5. Pursuant to Clause 43.02 (Design and Development Overlay 12) and Clause 21.11 of the Bayside Planning Scheme as follows:
 - a) The proposed design of the building does not respond to the features of the area,

- b) Will create unreasonable visual amenity impacts from Willis Street, Koolkuna Lane, Willis Lane, Orlando Street, Railway Crescent (Heritage Overlays) and intermittent views from Hampton Street (Heritage Precinct), and the surrounding area, Setbacks at upper floor levels (above level 3).
 - c) The dwellings of 8, 10 and 12 Willis Street, 2-4 Willis Lane and 10A Railway Walk will be presented with excessive visual bulk as a consequence of the height of the building.
6. Pursuant to Clause 43.02 (Design and Development Overlay 12) and Clause 21.11 of the Bayside Planning Scheme the proposed variation to the building heights are visually dominant and fails to:
- a) Provide a high level of architectural design;
 - b) Introduce any innovative environment design features;
 - c) Minimise overshadowing to the proposed public space;
 - d) Results in unreasonable amenity impacts to adjoining residential properties through visual bulk;
 - e) Does not adequately respect the Hampton Street Heritage Precinct (HO 748) and Orlando Street Precinct (HO 664); and
 - f) The transition in scale to lower building forms is not well managed and results in unreasonable massing presented to abutting streetscapes.
7. The proposed development fails to maintain a strong landscape character as limited opportunities for landscaping are provided to the northern side of the railway corridor and within the proposed extension to the commuter car park;
8. The public open space provided is not of a high quality and does not benefit from good solar access or act as a strong focal point of the precinct;
9. The proposed development does not provide a high level of permeability through the precinct, particularly pedestrian links and view lines. Pedestrian links are unreasonably impacted by vehicular and bus movements within the area
10. The built form does not provide appropriate spatial separation and visual breaks between the built form along Koolkuna Lane, particularly from long distance views.
11. To development fails to provide for a high quality integrated development that has a strong relationship with the railway station and nearby commercial and residential areas.
12. The proposed development does not present a fine grained, human scale to the streetscape.

Amenity for adjacent existing and future residents

13. The proposed built form will unreasonably impact upon the amenity of dwellings located to the north and east of the site as a consequence of excessive height, proposed building height transition and visual bulk;

14. The proposal does not demonstrate a comfortable environment in terms of wind or other microclimate considerations.
15. The application material does not demonstrate the subject site is suitable for residential uses due to the potential for land and surface water contamination.

Internal Amenity for future residents of the proposed dwellings

16. The proposal does not provide an adequate sense of address to the residential access lobbies.
17. The apartment residential dwellings will not meet the liveability and internal amenity objectives for future residents of the development, as set out in the Bayside Planning Scheme at Clause 21.03 of the Bayside Planning Scheme and Element 5 of the Guidelines for Higher Density Residential Development, as the room depth of some apartments and location of kitchens does not provide adequate daylight, many of the apartments would not be able to be natural ventilated.
18. Some apartments have not been provided with minimum balcony widths of 1.6 metres and as such are considered to provide spaces that are not convenient or usable for future residents.
19. The proposal does not demonstrate adequate noise attenuation measures have been included within the proposed design of the south-west façade adjacent to the Sandringham rail corridor.

Traffic and transport impacts

20. The proposal fails to demonstrate a consolidation of car parking on one site.
21. The proposal does not provide for an adequate amount of on-site car parking for the future needs of the building as required by Clause 52.06.
22. The applicant has failed to demonstrate that the new traffic generated by the 207 dwellings and commercial floorspace would not have an adverse impact upon the Hampton Street / Willis Street road intersection both in terms of waiting times and the operation of the junction and in terms of the safety impacts for vehicles and pedestrians.
23. The applicant has failed to demonstrate that the new traffic generated by the 207 dwellings and commercial floorspace would not have an adverse impact upon the Hampton Street / Small Street road intersection both in terms of waiting times and the operation of the junction and in terms of the safety impacts for vehicles and pedestrians.
24. The proposed basement, ground floor level and mezzanine layout is not designed in accordance with Clause 52.06-8 and will therefore not facilitate appropriate access for waste and delivery vehicles.
25. The of no loading facilities in accordance with Clause 52.07 of the Bayside Planning Scheme results in inconvenient deliveries to the commercial properties and will result in the loss of amenity and adverse effects on traffic flow and road safety.

4.2 VCAT REPORT

City Planning & Community Services - Development Services
File No: PSF/15/8755 – Doc No: DOC/17/109448

It is recorded that there were no speakers in relation to this item.

Moved: Cr del Porto (Mayor)

Seconded: Cr Long

That the report on the VCAT decisions on the planning applications handed down during the previous month be received and noted.

CARRIED

5. Confidential Business

There were no confidential business items.

Following consideration of Confidential Business the Chairperson declared the meeting closed at 10.28pm.

CONFIRMED THIS INSERT 00 DAY OF MONTH 2017

CHAIRPERSON: